Present Time Table.

		Arrival	Despatch
Kanakappalam (Erumeli)	...		7-30 A. M.
Kanakappalam (Erumeli)	...	12-35 P. M.	

Kottayam Municipal Council.

345. ❋ **MR. P. C. KURIYAN** (*Kottayam I*): Will the Government be pleased to state:

(*a*) whether there is any illiterate member nominated to the Kottayam Municipal Council; and

(*b*) whether they have received any complaint regarding any member of that council from the President at any time?

RAO BAHADUR RAJYASEVANIRATA DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): (*a*) No.

(*b*) No.

Nagampadam Bridge at Kottayam.

346. ❋ **MR. P. C. KURIYAN** (*Kottayam I*): Will the Government be pleased to state:

(*a*) the date on which the Nagampadam Bridge at Kottayam was constructed;

(*b*) the length of the bridge;

(*c*) the width of the bridge actually available for traffic;

(*d*) the width of the bridge from girder to girder;

(*e*) the reason why a portion is left useless;

(*f*) whether originally the whole width was used;

(*g*) if so, what made Government to reduce the width;

(*h*) whether there is a foot-path for this bridge;

(*i*) whether it is safe for pedestrians to walk along this foot-path;

(*j*) whether any plank is missing on the foot-path;

(*k*) whether the bridge has a concrete platform or wooden platform; and

(*l*) whether the bridge is broad enough for vehicles to pass each other on it?

MR. K. MADHAVA KURUP (*Ag. Secretary to Government*): (*a*) About 60 years ago.

(*b*) 312 ft.

(*c*) 7 ft. 6 inches for wheeled traffic and 4 ft. 9 inches for pedestrian traffic.

(*d*) 10 ft.

(*e*) As the iron girders are not safe for taking the full load.

(*f*) Yes.

(*g*) Vide answer to part (*e*).

(*h*) Yes.

(*i*) Yes.

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[Mr. K. Madhava Kurup]

(*j*) No.
(*k*) Wooden plat-form.
(*l*) No. It is intended only for one line traffic.

The South Indian Railway Advisory Board.

341. *MR. P. C. KURIYAN (*Kottayam I*) : (1) Will the Government be pleased to state :

(*a*) when was the last sitting of the South Indian Railway Advisory Board ;

(*b*) the subjects discussed ;

(*c*) whether the Travancore Government nominee made any particular representation ; and

(*d*) if so, what it was ?

(2) Will the Government be pleased to place a copy of the proceedings of the Advisory Board, or at any rate the portion of it dealing with Travancore questions, on the table ?

RAO BAHADUR A. RENGASVAMY AIYAR (*Financial Secretary to Government*) :

(1) (*a*) On 30th January 1937.

(*b*) (*c*) and (*d*) The member is referred to the answer to part (2) *infra*.

(2) An *extract from the minutes of the meeting relating to questions moved by the Travancore Member is placed on the table.

Transport of salt from Tamarakulam.

348 *MR. G. NILAKANTAN (*Nominated*) : Will the Government be pleased to state :

(*a*) the distance between Tamarakulam group of salt factories and Trivandrum by land route ;

(*b*) the cost of transporting by existing land route one bag containing two maunds of salt from Tamarakulam salt factory to Trivandrum ; and

(*c*) the cost of transporting the same quantity of salt by canal or backwaters for an equal distance ?

MR. C. O. MADHAVAN (*Excise Commissioner*) :

(*a*) 50 miles.

(*b*) It is reported that the rate for one bag may come to about 8 annas.

(*c*) The rate may not exceed two annas per bag.

MR. G. NILAKANTAN (*Nominated*) : May I know the cost of transporting one bag of two maunds of salt, by sea ?

MR. C. O. MADHAVAN (*Excise Commissioner*) : It varies from year to year and will depend on the rates quoted by the tenderers. Ordinarily, it may be taken to be as. 4 per bag.

* *Vide* Appendix I—page 1065.

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Appendix I.

Vide **Answer to Question No. 347.**

Extract from the minutes of the meeting of the South Indian Railway Advisory Board.

By Mr. Janardanan Pillai.

1. To open a flag station at the place where the Railway line crosses the Main Central Road near Kottarakara station.

The Chairman explained that the site suggested was on a gradient on which it was not practicable to construct a station. He added that the existence of a bridge nearby further accentuated the difficulty of locating a station there. He, however, stated that a station might be considered at a point about a mile and a half east of Kottarakara but that it would be too close to the Kottarakara station and that traffic at this station would suffer if a new station were opened at the site. The Committee desired that a flag station be opened at the latter site, as an experimental measure, for about six months. The Chairman agreed to arrange for a temporary halt of the trains at this point.

2. To open, as early as possible, an Indian Refreshment Room at Shencottah under the management of the Railway Company.

The Committee were informed that the construction of the Indian Refreshment Room at Shencottah would be taken in hand in 1937-38 and that it would, probably, be managed by the Railway itself.

3. To arrange for the delivery of the parcels booked to Alleppey within 36 hours from the time of their receipt at Ernakulam.

It was not clear whether the delay was due, actually, to customs examination being made at Arukutty instead of at Alleppey as was stated by the Madura Company, or as it was alleged by the Travancore Member, to the fact, that the Madura Company transported the parcels by country "Vallams", instead of by steam launches and that after waiting for days for a full boat load. The Chairman promised to go further into the matter and bring the subject again for consideration.

4. To provide more latrine accommodation in all third class compartments.

The Chairman stated that in all new coaches, one latrine for every 16 passengers was being provided, against one for every 30 passengers, specified by the rules on the subject. In the old carriages, however, the provision of latrines is not on so liberal a scale but the heavy cost of the alterations puts out of the question any such step being considered.

5. To construct a foot bridge across the station yard at Alwaye as the necessity for such a bridge is felt by the citizens of Alwaye.

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